



# Senate Bill 1

## *The Road Repair and Accountability Act*

# Senate Bill 1



- SB 1 is a landmark transportation investment to rebuild California by fixing neighborhood streets, freeways and bridges in communities across California and targeting funds toward transit and congested trade and commute corridor improvements.
- SB1 funds will be protected under a constitutional amendment (ACA 5) which safeguards new dollars for transportation use only. ACA 5 will be on the ballot for voter approval in June 2018.



# A better transportation future



By 2027, Caltrans will repair or replace



17,000 MILES  
OF PAVEMENT



55,000 CULVERTS  
OR DRAINS



7,700 SIGNALS, SIGNS  
AND SENSORS



500 BRIDGES



# Where does the money go?



# Overview of SB 1 Investments



SB 1's investment in transportation is split equally between the state and cities and counties.



\$26 Billion for Cities  
and Counties



\$26 Billion for State  
Highway System

# Overview of SB 1 Investments



Solutions for Congested  
Corridors Program:  
**\$250 million**



Bike and Pedestrian Projects:  
**\$100 million**



Trade Corridor  
Enhancement Program:  
**\$300 million**



New Funding to Transit  
Agencies to help them increase  
access and service and build  
capital projects: **over \$750  
million**

# Local Streets and Roads



## Repairs to Local Streets and Roads: **\$1.5 billion**

Addresses years of unfunded road maintenance, rehabilitation and critical safety projects. Invests in “Complete Streets” projects uniquely tailored to the needs, preferences and functions of the people who live there.



## Matching Funds for Local Agencies: **\$200 million**

Supports the investments cities and counties have made in their own regions through voter-approved transportation tax measures.



## Local Planning Grants: **\$25 million**

Addresses community needs by providing support for planning that may have previously lacked funding. Good planning will increase the value of transportation investments.

# State-Local Partnership Program



## \$200 million annually

- Supports the investment that local communities have made in their region through voter-approved transportation tax measures through matching funds
- Projects will include road maintenance and rehabilitation purposes and other transportation infrastructure improvements
- Funds are allocated by the California Transportation Commission, who is proposing to award the funds:
- **50% on a competitive basis, to ensure smaller jurisdictions are able to compete**
- **50% by formula**



# Trade Corridor Enhancement Program



**\$300 million** has been slated from a new fund for projects related to the routes and transportation infrastructure vital to California's trade and freight economy.

## **Top projects nominated by local agencies and the state that will make:**

- Improvements to highways so they can more efficiently handle and move freight
- Freight rail system improvements
- Enhancements to the capacity and efficiency of ports
- Truck corridor improvements, such as dedicated truck facilities or truck toll facilities
- Border access improvements
- Surface transportation, local roads and connector road improvements to help move goods from California's ports



# Trade Corridor Enhancement Program



Trade Corridor Improvements for projects such as:



- High-priority grade separation projects statewide that improve safety where vehicles and trains intersect
- Construction of a 7th border crossing at the Mexico/California border — Otay Mesa East
- I-710 improvements from the Southern California Ports
- Highway 99 improvements in the Central Valley
- Phase 2 of the 680/80/12 intersection in the Bay Area

# Congested Corridors Program



**\$250 million annually** to projects from regional agencies and the state that will improve traffic flow and mobility along the state's most congested routes while also seeking to improve air quality and health.

Goals for these projects include:

- Providing more transportation choices for residents, commuters and visitors
- Improve traffic flow while improving air quality and taking on environmental/health challenges
- Caltrans and local or regional partners working together to find wide-reaching solutions

**Funding:** Nominations by local agencies and the state

# Active Transportation Program (ATP)



**\$100 million annually** to cities, counties and regional transportation agencies to build more bike paths, crosswalks and sidewalks.

CA has ambitious goals to double walking and triple bicycling trips by 2020, and reduce bicycle and pedestrian fatalities by 10% each year.

# Active Transportation Program



The ATP has helped fund projects like the SMART Pathway Project, a multi-modal corridor running alongside the SMART train route in Sonoma County, and the Whittier Greenway Trail East Extension which closes a gap in the bikeway network creating a cross-county connection of active trail systems in Los Angeles County.

At least one-quarter of ATP funds are designated to disadvantaged communities.





# Transit Capital and Operations



SB 1 provides a significant infusion of funding for public transit, including formula-based and competitive funding, through:



## **Intercity and Commuter Rail Funding**

- New source of funding of more than **\$45 million annually**
- 50% of funding will go to agencies responsible for state-supported intercity rail services; 50% to commuter rail services
- Funding: Allocated by the California State Transportation Agency and guidelines under development

# Transit Capital and Operations



SB 1 provides a significant infusion of funding for public transit, including formula-based and competitive funding, through:

## Transit and Intercity Rail Capital Program

- Goal is to modernize transit systems, increase ridership, reduce greenhouse gas emissions and improve safety
- This is an existing program but it will be able to expand with additional funding of **\$250 million annually**
- Funding: Awarded by the California State Transportation Agency through Competitive grants



# Program Guidelines Timeline



PROGRAM	Develop Guidelines	Adopt Guidelines	Applications Due	Program Adoption
Active Transportation Program	Jun-17	Jun-17	Aug-17	<b>Oct - Dec 2017</b>
Transit Capital Grants ( <u>CalSTA</u> )	June - Sept 2017	Sep-17	Dec-17	<b>Apr-18</b>
Congested Corridor Program	June - Oct 2017	Dec-17	Feb-18	<b>May-18</b>
Trade Corridor Enhancement	June - Nov 2017	Jan-18	Mar-18	<b>May-18</b>
Local Partnership Program	June - Sept 2017	Oct-17	Mar-18	<b>May-June-18</b>

# Accountability



## **ACA 5 - Protecting SB 1 \$ for transportation use only**

SB1 funds will be protected under a constitutional amendment (ACA 5) which safeguards new dollars for transportation use only. ACA 5 will be on the ballot for voter approval in June 2018.



## **California Transportation Commission Oversight**

SB1 empowers the California Transportation Commission to hold state and local government accountable for making the transportation improvements they commit to delivering. It also provides authorization for the California Transportation Commission to review and allocate Caltrans funding and staffing for highway maintenance to ensure those levels are reasonable and responsible.

# Inspector General



SB 1 created the Independent Office of Audits and Investigations. The Governor will appoint the Inspector General who will serve as the director of the Audits and Investigations Office. The individual will serve a six-year term, and must be confirmed by the Senate. The Inspector General may not be removed from office during that term, except for good cause.

The Inspector General is vested with the full authority to exercise all responsibility for maintaining a full scope, independent, and objective audit and investigation program.



Additionally, SB 1 created an annual report by the Inspector General to the Governor, the Legislature, and the California Transportation Commission with a summary of investigation and audit findings, recommendations, and implementation status of previous recommendations.



# Sustainability



SB 1 focuses on “fix-it-first” improvements to neighborhood streets, roads and bridges, improving safety, accessibility and travel for all users of roadways—vehicles, public transit, bicyclists, and pedestrians.

SB 1 provides historic levels of funding for public transit capital and operating expenses.

SB 1 nearly doubles the existing funding for the Active Transportation Program.

# Sustainability



SB 1 includes \$25 million per year to local and regional governments for planning grants to revise local growth plans consistent with the requirements of SB 375.

SB 1 also includes \$20 million to fund regional transportation adaptation plans.

# Sustainability



Caltrans and cities and counties receiving funds under the Road Maintenance and Accountability Program shall do, where feasible and cost effective, all of the following:

- Use advanced technologies and material recycling techniques that reduce the cost of road repair work and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method.
- Use advanced technologies and communications systems in transportation infrastructure that recognize and accommodate advanced automotive technologies (e.g., autonomous vehicles).
- Include features in the projects funded by the program to better adapt the asset to withstand the negative effects of climate change and make the asset more resilient to impacts like fires, floods and sea level rise.
- Incorporate complete street elements into projects funded by the program.

# Sustainability



Expanded capacity projects funded by SB 1 must be included in an MPO's regional transportation plan determined by the State Air Resources Board to achieve the state's greenhouse-gas-emission-reduction targets for such plans.

The bill provides matching funds for regions that develop comprehensive, multi-modal corridor plans that provide for transportation, environmental, and community improvements to deal with the most congested corridors.

# Sustainability at Caltrans



SB1 requires Caltrans to update the Highway Design Manual to incorporate the “complete streets” design concept.

SB 1 created the Advance Mitigation Program at Caltrans to enhance opportunities for the department to work with stakeholders to identify important project mitigation early in the project development process and improve environmental outcomes from mitigating the effects of transportation projects.



# Resources



## ABOUT SB 1

Senate Bill 1, the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. This legislative package invests \$54 billion over the next decade to fix roads, freeways and bridges in communities across California and puts more dollars toward transit and safety. These funds will be split equally between state and local investments. [See where the money is going.](#)



For more information and current list of state accelerated projects, visit

<http://www.rebuildingca.ca.gov/>